EXHIBITS

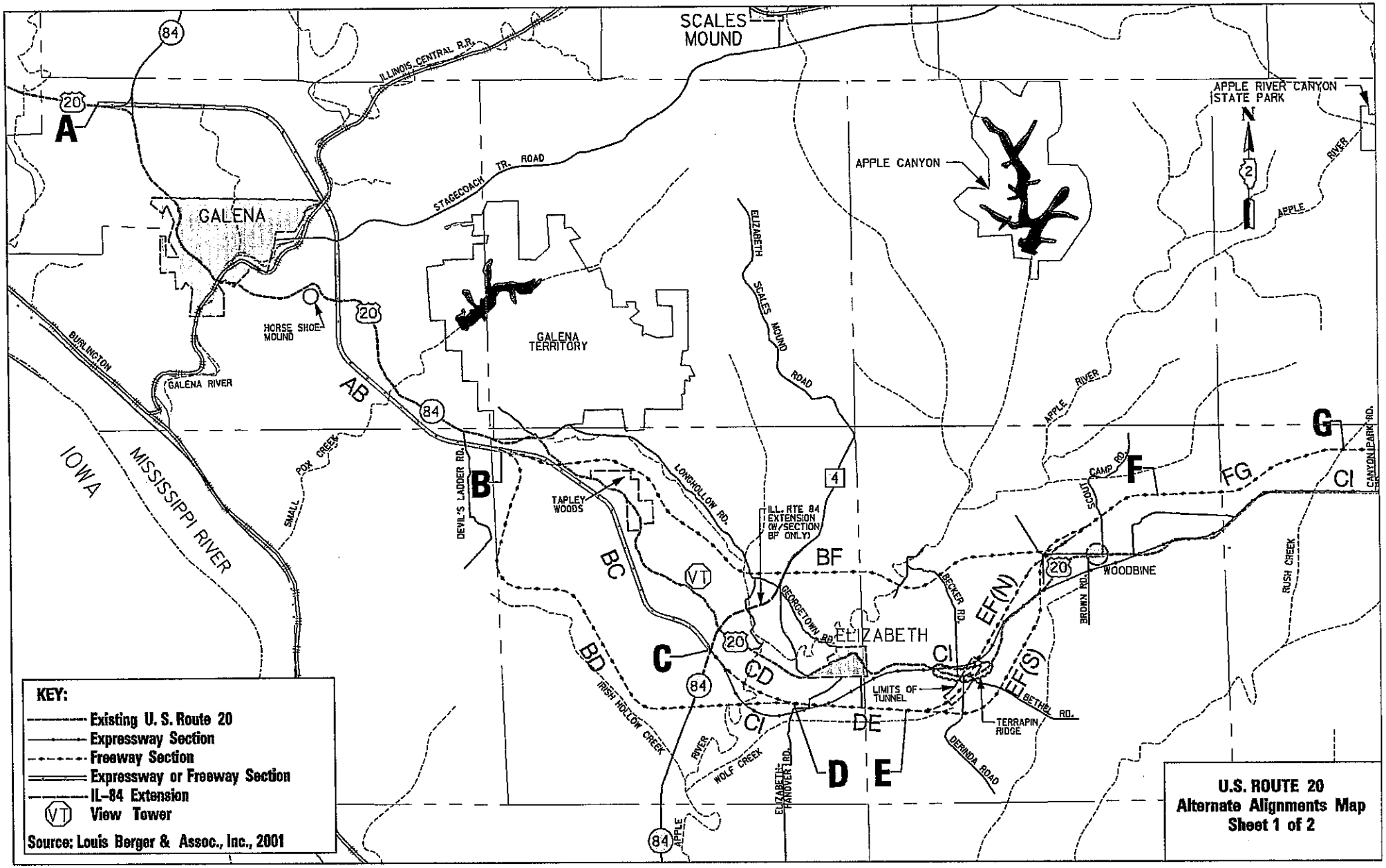
SCALES MOUND
ILLINOIS CENTRAL R.R.
APPLE RIVER CANYON STATE PARK
APPLE CANYON
STAGECOACH TR. ROAD
GALENA
HORSE SHOE MOUND
GALENA TERRITORY
ELIZABETH SCALES MOUND ROAD
BURLINGTON
GALENA RIVER
IOWA
MISSISSIPPI RIVER
SMALL POX CREEK
DEVIL'S LADDER RD.
TAPLEY WOODS
LONGHOLLOW RD.
ILL. RTE 84 EXTENSION (W/SECTION BF ONLY)
APPLE RIVER
CAMP SCOUT RD.
CANYON PARK RD.
WOODBINE
BECKER RD.
BROWN RD.
RUSH CREEK
GEORGETOWN RD.
ELIZABETH
LIMITS OF TUNNEL
BETHEL RD.
TERRAPIN RIDGE
DERINDA ROAD
IRISH HOLLOW CREEK
WOLF CREEK
ELIZABETH-HANOVER RD.
APPLE RIVER
A
AB
B
BC
BD
C
CD
BF
BE
D
E
EF(N)
EF(S)
F
FG
G
CI
VT
KEY:
Existing U. S. Route 20
Expressway Section
Freeway Section
Expressway or Freeway Section
IL-84 Extension
View Tower
Source: Louis Berger & Assoc., Inc., 2001
U.S. ROUTE 20
Alternate Alignments Map
Sheet 1 of 2

Exhibit 1a

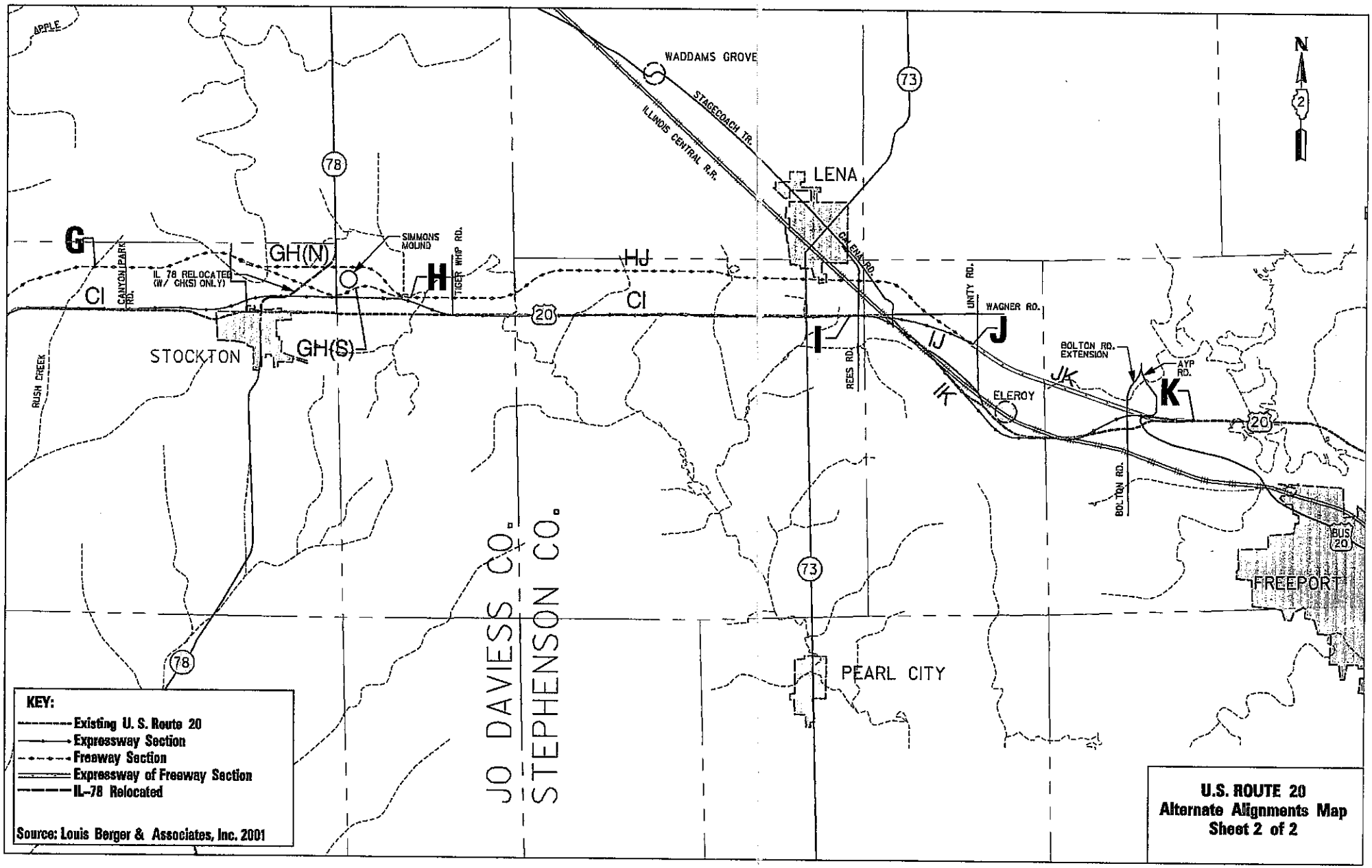
APPLE
WADDAMS GROVE
STAGECOACH TR.
ILLINOIS CENTRAL R.R.
LENA
73
78
N
2
G
GH(N)
SIMMONS MOUND
H
TIGER WHIP RD.
HJ
CANYON PARK RD.
IL 78 RELOCATED (W/ GH(S) ONLY)
CI
CI
20
STOCKTON
GH(S)
RUSH CREEK
I
REES RD.
CALENA RD.
UNITY RD.
WAGNER RD.
IJ
J
BOLTON RD. EXTENSION
AYP RD.
JK
IK
ELEROY
K
20
BOLTON RD.
BUS 20
FREEPORT
JO DAVIESS CO.
STEPHENSON CO.
73
78
PEARL CITY
KEY:
Existing U. S. Route 20
Expressway Section
Freeway Section
Expressway of Freeway Section
IL-78 Relocated
Source: Louis Berger & Associates, Inc. 2001
U.S. ROUTE 20
Alternate Alignments Map
Sheet 2 of 2

Exhibit 1b

U.S. ROUTE 20
SECTION AND ALTERNATE DESIGNATIONS

ALTERNATE	SECTION	COMMON NAME
1	A-B-F-G(N)-H-J-K	LONGHOLLOW FREEWAY W/ NORTH SIMMONS MOUND ALTERNATE
2	A-B-F-G(S)-H-J-K	LONGHOLLOW FREEWAY W/ SOUTH SIMMONS MOUND ALTERNATE
3	A-B-D-E(S)-F-G(N)-H-J-K	IRISH HOLLOW FREEWAY W/ NORTH SIMMONS MOUND ALTERNATE
4	A-B-D-E(S)-F-G(S)-H-J-K	IRISH HOLLOW FREEWAY W/ SOUTH SIMMONS MOUND ALTERNATE
5	A-B-D-E(N)-F-G(N)-H-J-K	IRISH HOLLOW TUNNEL FREEWAY W/ NORTH SIMMONS MOUND ALTERNATE
6	A-B-D-E(N)-F-G(S)-H-J-K	IRISH HOLLOW TUNNEL FREEWAY W/ SOUTH SIMMONS MOUND ALTERNATE
7	A-B-C-D-E(S)-F-G(N)-H-J-K	UPPER IRISH HOLLOW FREEWAY W/ NORTH SIMMONS MOUND ALTERNATE
8	A-B-C-D-E(N)-F-G(N)-H-J-K	UPPER IRISH HOLLOW TUNNEL FREEWAY W/ NORTH SIMMONS MOUND ALTERNATE
9	A-B-C-D-E(S)-F-G(S)-H-J-K	UPPER IRISH HOLLOW FREEWAY W/ SOUTH SIMMONS MOUND ALTERNATE
10	A-B-C-D-E(N)-F-G(S)-H-J-K	UPPER IRISH HOLLOW TUNNEL FREEWAY W/ SOUTH SIMMONS MOUND ALTERNATE
11	A-B-C-I-K	EXPRESSWAY SOUTH ELEROY ALTERNATE
12	A-B-C-I-J-K	EXPRESSWAY NORTH ELEROY ALTERNATE

Source: Louise Berger Assoc., Inc., 2001

ADVISORY COUNCIL
IMPACTS SUMMARY SHEET

GALENA TO FREEPORT

ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT) TRAFFIC SAFETY (30.4%)	FUTURE NEEDS (16.6%)	CONSTRUCTION UNDER TRAFFIC (15.5%)	LOCAL SYSTEM (15.5%)	COST TO MAINTAIN (11.9%)	COST TO BUILD (10.1%)	ALTERNATE PREFERENCE SCORE
1. LONGHOLLOW FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE							
RAW SCORE	120	276	19.9	47	1,315,600	559,000,000	
RELATIVE IMPACT SCORE	7.5	8.5	7.5	7.7	8.2	7.8	
WEIGHTED IMPACT SCORE	2.3	1.4	1.2	1.2	1.0	0.8	7.9
2. LONGHOLLOW FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE							
RAW SCORE	120	275	18.9	47	1,315,600	560,000,000	
RELATIVE IMPACT SCORE	7.5	8.5	7.2	7.7	8.2	7.8	
WEIGHTED IMPACT SCORE	2.3	1.4	1.1	1.2	1.0	0.8	7.8
3. IRISH HOLLOW FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE							
RAW SCORE	127	294	19.3	47	1,395,150	632,000,000	
RELATIVE IMPACT SCORE	7.9	8.0	7.3	7.7	8.7	8.8	
WEIGHTED IMPACT SCORE	2.4	1.3	1.1	1.2	1.0	0.9	7.9
4. IRISH HOLLOW FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE							
RAW SCORE	127	294	18.4	47	1,395,150	633,000,000	
RELATIVE IMPACT SCORE	7.9	8.0	7.0	7.7	8.7	8.9	
WEIGHTED IMPACT SCORE	2.4	1.3	1.1	1.2	1.0	0.9	7.9
5. IRISH HOLLOW TUNNEL FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE							
RAW SCORE	126	292	19.4	47	1,385,900	641,000,000	
RELATIVE IMPACT SCORE	7.9	8.0	7.3	7.7	8.6	9.0	
WEIGHTED IMPACT SCORE	2.4	1.3	1.1	1.2	1.0	0.9	7.9
6. IRISH HOLLOW TUNNEL FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE							
RAW SCORE	126	292	18.5	47	1,385,900	641,000,000	
RELATIVE IMPACT SCORE	7.9	8.0	7.0	7.7	8.6	9.0	
WEIGHTED IMPACT SCORE	2.4	1.3	1.1	1.2	1.0	0.9	7.9
7. [illegible]							
RAW SCORE	125	286	21.1	47	1,371,100	608,000,000	
RELATIVE IMPACT SCORE	7.8	8.2	8.0	7.7	8.5	8.5	
WEIGHTED IMPACT SCORE	2.4	1.4	1.2	1.2	1.0	0.9	8.1
8. UPPER IRISH HOLLOW TUNNEL FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE							
RAW SCORE	124	288	21.2	47	1,361,650	616,000,000	
RELATIVE IMPACT SCORE	7.7	8.2	8.0	7.7	8.5	8.8	
WEIGHTED IMPACT SCORE	2.3	1.4	1.2	1.2	1.0	0.9	8.0
9. UPPER IRISH HOLLOW FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE							
RAW SCORE	125	286	20.2	47	1,371,100	609,000,000	
RELATIVE IMPACT SCORE	7.8	8.2	7.6	7.7	8.5	8.5	
WEIGHTED IMPACT SCORE	2.4	1.4	1.2	1.2	1.0	0.9	8.1
10. UPPER IRISH HOLLOW TUNNEL FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE							
RAW SCORE	124	286	20.3	47	1,361,650	617,000,000	
RELATIVE IMPACT SCORE	7.7	8.2	7.7	7.7	8.5	8.8	
WEIGHTED IMPACT SCORE	2.3	1.4	1.2	1.2	1.0	0.9	8.0
11. EXPRESSWAY SOUTH ELEROY ALTERNATE							
RAW SCORE	180	256	35.1	29	1,203,750	511,000,000	
RELATIVE IMPACT SCORE	11.2	9.2	13.3	12.4	7.5	7.2	
WEIGHTED IMPACT SCORE	3.4	1.5	2.1	1.9	0.9	0.7	10.5
12. EXPRESSWAY NORTH ELEROY ALTERNATE							
RAW SCORE	178	253	31.9	33	1,239,200	517,000,000	
RELATIVE IMPACT SCORE	11.1	8.9	12.1	10.9	7.7	7.2	
WEIGHTED IMPACT SCORE	3.4	1.5	1.9	1.7	0.9	0.7	10.1
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	30.4	16.6	15.5	15.5	11.9	10.1	100

Note: 1) Raw scores were updated in August 2001.
2) Total scores may vary due to rounding.

Exhibit 3

SUMMARY OF WORK GROUP ASSESSMENTS OF ALTERNATES

ALTERNATE ALIGNMENTS	VAR.*	ALTERNATE PREFERENCE SCORES BY WORK GROUP				
		AGRICULTURE	ECON. DEV.	ENVIRONMENT	GOVERNMENT	TOURISM
LONGHOLLOW FREEWAY	N_1	7.4	7.5	6.1	9.3	8.7
	S_1	7.7	7.5	6.1	7.7	8.9
IRISH HOLLOW FREEWAY	N_1	8.1	7.4	8.8	7.3	8.5
	S_1	8.2	7.4	8.9	6.5	8.6
	N_1, T	7.9	7.4	8.4	9.3	8.5
	S_1, T	8.1	7.4	8.5	7.5	8.5
UPPER IRISH HOLLOW FREEWAY	N_1	8.2	7.4	8.6	6.4	8.5
	N_1, T	7.9	7.4	8.3	8.0	8.4
	S_1	8.4	7.5	8.6	6.2	8.5
	S_1, T	8.1	7.4	8.3	6.8	8.5
EXPRESSWAY	S_2	10.3	13.7	9.7	13.8	7.2
	N_2	9.7	12.2	9.8	11.2	7.3

*VARIATIONS

N_1 = NORTH OF SIMMONS MOUND

S_1 = SOUTH OF SIMMONS MOUND

T = TUNNEL

N_2 = NORTH OF ELEROY

S_2 = SOUTH OF ELEROY

COLOR CODING

Most Preferred Alternates

Least Preferred Alternates

Exhibit 4

APPENDICES

U.S. Rt. 20 Public Involvement Program

Johnson, Depp and Quisenberry Consulting Engineers
117 Cherylwood Drive
Springfield, IL 62707
(217) 529-4534 or
1-800-837-RT20

A METHODOLOGY FOR OBTAINING WORK GROUP INPUT TO ADVISORY COUNCIL

Advisory Council "Product"

The Advisory Council's basic product is a report to IDOT to aid in its decision - making regarding its course of action, which would include the following topics:

- Brief History of Public Involvement Process
- Work Group/Advisory Council Structure and Responsibilities
- Summary of Positive/Negative Impacts Identified by Work Groups
- The "No Build" Alternative
- Conclusions

Consultant staff would provide assistance by drafting the report for Advisory Council approval.

Advisory Council Methodology

The Advisory Council should discuss in advance a general approach to arriving at its conclusions. Guidelines concerning the process by which the Council reaches its conclusions should be established. Issues which need to be addressed include: appropriate method(s) for reaching consensus: i.e., surveys, "votes", consensus techniques (e.g., ranking), etc.

The Advisory Council should allow each Work Group to make a presentation, defining its position, summarizing positive and negative impact issues, and discussing methods and supporting data used to arrive at conclusions. Handouts and related materials could be distributed, with time and material limits set by the Council. Time could be set aside for Questions & Answers after each Work Group presentation, with a general Q & A session open to the public at the conclusion of the individual Work Group presentations.

What the Council Needs from the Work Groups

In order to be able to consistently balance one group's interests with another's, the Advisory Council needs uniform input from all groups. It needs to know the order of preference among alternates considered and the relative degree to which they like/dislike each alternate.

The Council also needs this input to be based on an analysis of impacts, so they can return to the basis of preferences should they need to do so in their deliberations. Therefore, the impact analyses should be quantitative, where possible, to the extent that criteria and impact measures can be compared on a "relative importance" basis.

Work Group Methodology Objectives

1. Focus analysis on impacts of each build alternate.

2. Address impacts only in each group's mission statement.

3. Integrate as much objectivity as possible into this necessarily subjective process.

4. Provide quantitative comparisons among alternates.

Individual Work Group Conclusions

While the information required and impacts considered by the Work Groups will vary, presentation to the Advisory Council should be done in as consistent a manner as possible. To accomplish this consistency, it is suggested that each Work Group:

- identify issues (criteria) related to project impacts specific to the Work Group.
- weight the criteria to show their relative importance.
- determine whether the impacts associated with each criterion can be measured or quantified (# of acres lost, extra miles travelled, cost of replacement, etc.). If so, the measures should be made relative one to another to allow the summing of impacts. If not, the Work Group should by other means assign relative measures or scores to the criterion in question.

It is important that criteria (issues) be identified and their importance "weighted" ***before*** discussion of alternative alignments begins. By focusing Work Group discussion on the relative importance of impact criteria, a more objective evaluation of each alternate alignment can be made.

Attached is a suggested methodology which allows flexibility in identifying and weighting criteria, an objective assessment of alternate routes, and a consistent (among Work Groups) presentation of information to the Advisory Council.

Words of Caution

This methodology will not provide results to which rigorous mathematical analyses can be applied. It is not the aim of the model to do so. Rather its purpose is to provide a system which will help groups to focus on maintaining an objective stance in their approach to issues and to develop and present their analyses in a logical manner. Used with care and caution, it can be an effective tool in striving for objective results in a very subjective environment.

Suggested Impact Matrix Methodology

STEP 1 Identify and "weight" the most important Work Group issues (criteria).

A. Compile a "core list" of issues. Submit list to Work Group members for additions, comments, etc.

B. Submit the newly updated list to each Work Group member asking for his/her top 3 criteria (individual choices).

C. Compile and weight (based on Step 1.B. voting) the list of the Work Group's top 5± issues. Screening out issues of lesser concern allows focus to be placed on the Work Group's most important issues. Weights are expressed as percentages. The sum of all criteria weights would be 100%.

This process should be done by ***mail.*** This will ensure the ***opportunity*** for involvement by all appropriate persons and preclude the possibility of uneven meeting attendance influencing results.

STEP 2 Identify alternate alignment impact measures. (See example, page 4.)

A. Assign ***quantifiable*** measures (acres, number of buildings, miles, dollar values, road closures, etc.) to each of the criteria/alternates identified in STEP 1*. Where this is not feasible, the Work Group should establish other relative measures or scores for that criterion.

B. Calculate % distribution (SUM = 100%) for each criterion for each alternate. **(Relative Impact Score = Alternate Raw Score divided by total of Raw Scores).**

C. Apply appropriate criteria weighting factor to each Relative Impact Score **(Weighted Impact Score = Criteria Weight times Relative Impact Score).**

D. **SUM** the weighted impact scores for each alternate route. **(Alternate Preference Score)**

The alternate with the lowest Alternate Preference Score is preferred.

*Notes

1. Care should be taken to ensure that all measures are in the same direction; i.e., the larger the score, the larger the negative impact. If larger scores would indicate a more positive effect, use the reciprocal of the raw scores in question.
2. Avoid comparisons which cause some alternates to have scores of zero. Zero scores tend to distort importance measures.

EXAMPLE
AGRICULTURE IMPACTS
SUMMARY SHEET

GALENA TO FREEPORT

ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT)				ALTERNATE PREFERENCE SCORE
	NO. OF FARM BUILDINGS DISPLACED (40%)	NO. OF ACRES REMOVED (30%)	AGRICULTURE COMMUNITY COHESION (20%)	NO. OF ROADS CLOSED (10%)	
ALTERNATE 1					
RAW SCORE	5	1,000	1	3	
RELATIVE IMPACT SCORE	14.3	58.8	16.7	50.0	
WEIGHTED IMPACT SCORE	5.7	17.6	3.3	5.0	31.6
ALTERNATE 2					
RAW SCORE	20	200	3	1	
RELATIVE IMPACT SCORE	57.1	11.8	50.0	16.7	
WEIGHTED IMPACT SCORE	22.8	3.5	10.0	1.7	38.0
ALTERNATE 3					
RAW SCORE	10	500	2	2	
RELATIVE IMPACT SCORE	28.6	29.4	33.3	33.3	
WEIGHTED IMPACT SCORE	11.4	8.8	6.7	3.3	30.2
TOTAL RELATIVE IMPACT SCORES	**100**	**100**	**100**	**100**	
TOTAL WEIGHTED IMPACT SCORES	**40**	**30**	**20**	**10**	**100**

Notes: Agriculture community cohesion raw scores are relative scores (no measurements).
Total scores may vary due to rounding.

Go to page 31